

Appendix A7-7
Cultural Heritage Evaluation Report: 394
Simcoe Street South, Oshawa





**Addendum to Oshawa to
Bowmanville Rail Service
Extension Project: Cultural
Heritage Evaluation Report—
394 Simcoe Street South,
Oshawa**

Final Report

August 24, 2023



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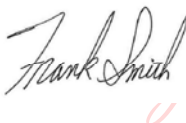
Project Number:
165011019

Limitations and Sign-off

The conclusions in the Report titled Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage Evaluation Report—394 Simcoe Street South, Oshawa are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Executive Summary

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 394 Simcoe Street South in the City of Oshawa, Regional Municipality of Durham. The property is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “a good potential for designation” (City of Oshawa 2022). Metrolinx is proposing a property acquisition, temporary easement, and/or permanent easement on the property. This CHER was prepared according to the Metrolinx *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016). The CHER is divided into two reports, the Cultural Heritage Evaluation Report and the Cultural Heritage Evaluation Recommendations Report (CHERR).

The property at 394 Simcoe Street South is located on Part Lot C7, Sheet 22, Plan 335. This property contains a former residence that was built between approximately 1882 and 1891 based on the city heritage inventory, architectural details and land registry records. Between 1898 and 1936 the residence was owned by J.D. Storie, a prominent industrialist in Oshawa. Storie died in 1936 and the property was heavily modified and converted to a hotel in 1946. The building is presently privately owned.

The present-day structure at 394 Simcoe Street South is three storeys in height and contains an irregular roof with flat, gable, and mansard sections. The gable and mansard roof sections are clad in asphalt shingles and the roof cladding of the flat roof sections is not visible. The structure contains a red brick chimney. All four façades of the residence have been heavily modified by additions. The original foundation of the residence is not visible, and the additions have a poured concrete foundation.

A site visit was completed on January 12, 2023, from the municipal right of way, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. The CHER was prepared by Frank Smith, MA, CAHP a Cultural Heritage Specialist and reviewed by Lashia Jones, MA, CAHP, a Senior Cultural Heritage Specialist.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



Document History

Revision	Description	Author	Quality Reviewer	Independent Reviewer
1 January 24, 2023	Draft Report	Frank Smith	Lashia Jones	Colin Varley
2 February 24, 2023	Revisions to Draft	Frank Smith	Lashia Jones	Colin Varley
3 March 31, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Colin Varley
4 April 14, 2023	Revisions to Draft Report	Frank Smith	Lashia Jones	Meaghan Rivard
5 August 24, 2026	Final	Frank Smith	Lashia Jones	Meaghan Rivard



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Appendix A Heritage Personnel Qualifications



Project Personnel

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Quality Reviewer:	Lashia Jones, MA, CAHP
Independent Reviewer:	Colin Varley, MA, RPA

The qualifications of heritage personnel are contained in Appendix A.



Abbreviations

BA	Bachelor of Arts
CAHP	Canadian Association of Heritage Professionals
CHER	Cultural Heritage Evaluation Report
CHERR	Cultural Heritage Recommendations Report
CHVI	Cultural Heritage Value or Interest
CPR	Canadian Pacific Railway
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
MHC	Metrolinx Heritage Committee
OHA	Ontario Heritage Act
OHT	Ontario Heritage Trust
O. Reg.	Ontario Regulation



1.0 Introduction

1.1 Study Purpose

Metrolinx retained Stantec Consulting Ltd. (Stantec) to prepare a Cultural Heritage Evaluation Report (CHER) for 394 Simcoe Street South in the City of Oshawa, Regional Municipality of Durham (Figure 1 and Figure 2). The property is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “a good potential for designation” (City of Oshawa 2022). Metrolinx is proposing a permanent easement, temporary easement, and/or property acquisition on the property.

1.2 Historical Summary

The property at 394 Simcoe Street South is located on Part Lot C7, Sheet 22, Plan 335. This property contains a former residence that was built between approximately 1882 to 1891 based on the city heritage inventory, architectural details and land registry records. Between 1898 and 1936 the residence was owned by J.D. Storie, a prominent industrialist in Oshawa. Storie died in 1936 and the property was converted to a hotel in 1946.

1.3 Description of Property

The property at 394 Simcoe Street South is located on the west side of Simcoe Street South at the southwest corner of Avenue Street and Simcoe Street South. The property contains a late 19th century former residence that has been heavily modified into a mixed use structure.

The structure at 394 Simcoe Street South is three storeys in height and contains an irregular roof with flat, gable, and mansard sections. The gable and mansard roof sections are clad in asphalt shingles and the roof cladding of the flat roof sections is not visible. The structure contains a red brick chimney. All four façades of the residence have been heavily modified by additions. The original foundation of the residence is not visible, and the additions have a poured concrete foundation.

1.4 Current Context

The property is located on Simcoe Street South between the intersection of Simcoe Street South and Avenue Street and the intersection of Simcoe Street South and the Canadian Pacific Railway (CPR) tracks (Photo 1). Simcoe Street South is a four-lane roadway paved with asphalt and contains concrete curbs and sidewalks. The roadway is lined with freestanding municipal streetlighting along the east side of the roadway and timber utility poles with municipal streetlighting on the west side of the roadway



**Addendum to Oshawa to Bowmanville Rail Service Extension Project: Cultural Heritage
Evaluation Report—394 Simcoe Street South, Oshawa
Introduction
August 24, 2023**

(Photo 1). The general character of the area consists of a mix of late 19th to mid-20th century commercial, residential, and civic properties. Many former residences have been converted to mixed or commercial use (Photo 3 and Photo 3). Avenue Street is a two-lane asphalt paved roadway that slopes downwards towards its terminus near Oshawa Creek. The roadway contains concrete curbs and a concrete sidewalk along the south side of the roadway. The north side of the roadway is lined with timber utility poles with municipal streetlighting while the south side contains some timber utility poles with no lighting. The general character of Avenue Street is residential and contains a mix of late 19th to early 21st century detached residences, attached residences, and low-rise apartments (Photo 4).



Photo 1: CPR tracks viewed from Simcoe Street South, looking west



Photo 2: Simcoe Street South, looking south

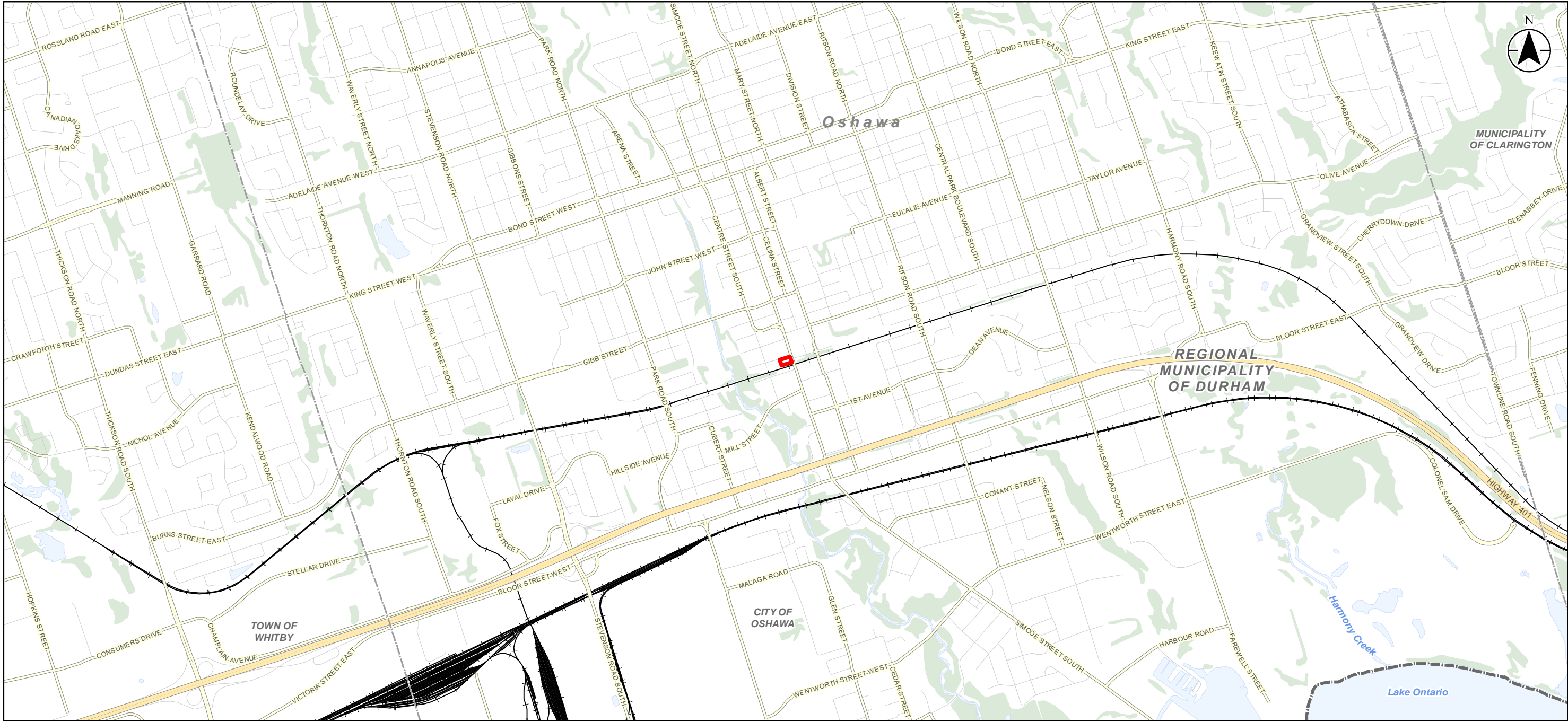


Photo 3: Simcoe Street South, looking north



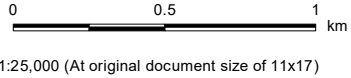
Photo 4: Avenue Street, looking west

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Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.

- Legend**
- Study Area
 - Expressway / Highway
 - Major Road
 - Minor Road
 - Existing Railway
 - Waterbody
 - Wooded Area
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location
Region Municipality of Durham
165011019
Prepared by BF on 2/23/2023
Technical Review by BCC on 1/23/2023

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—394
SIMCOE STREET SOUTH, OSHAWA

Figure No.
1
Title
Location of the Study Area

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Legend
 Study Area

0 40 80 Meters

1:2,500 (At original document size of 11x17)



Project Location 165011019 REVA
Region of Durham Prepared by BF on 2023-02-23
Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—394
SIMCOE STREET SOUTH, OSHAWA

Figure No.

2

Title
Study Area

Notes
1. Coordinate System: NAD 1983 CSRS MTM 10
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2.0 Methodology and Sources

2.1 Methodology

This CHER was prepared in accordance with the *Draft Terms of Reference for Consultants: Cultural Heritage Evaluation Report and Cultural Heritage Evaluation Report Recommendations* (Metrolinx 2016) and the Ministry of Citizenship and Multiculturalism (MCM) *Standards and Guidelines for the Conservation of Provincial Heritage* (OHA Standards and Guidelines) (MCM 2010). Based on the guidance provided in these documents, this CHER contains:

- Historical research and review of previously completed reports
- Community input, as required
- Evaluation against *Ontario Regulation 9/06* (O. Reg 9/06)¹ and *Ontario Regulation 10/06* (O. Reg 10/06) and a statement of cultural heritage value of interest (CHVI), as appropriate
- Identification of the property as “not a provincial heritage property”, a “provincial heritage property” or a “provincial heritage property of provincial significance”

(Metrolinx 2016)

As per the terms of reference, the CHER is divided into two separate reports. An evaluation against the criteria of O. Reg. 9/06 and O. Reg. 10/06 is contained in the separate CHERR.

2.2 Sources

2.2.1 Historical Research

To familiarize the study team with the Study Area, primary sources such as land registry records and city directories were consulted. Secondary sources relating to the general development of Oshawa were also consulted. Mapping from 1877, 1884, 1921, 1948, and 1966 was reviewed.

¹ In 2023, O. Reg 9/06 was amended by O. Reg 569/22 (Government of Ontario 2023)



2.2.2 Field Program

A site assessment was undertaken on January 12, 2023, by Frank Smith, Cultural Heritage Specialist, and Jenn Como, Material Culture Analyst, both with Stantec. Weather conditions were seasonably cold and overcast with occasional snow flurries. All work was conducted from the municipal RoW.



3.0 Heritage Recognitions

3.1 Municipal

The property at 394 Simcoe Street South is a “Class B” listed property on the *Heritage Oshawa* inventory. Class B properties have “good potential for designation” (City of Oshawa 2022).

3.2 Provincial

As part of the *Addendum to Oshawa to Bowmanville Rail Service Extension: Cultural Heritage Report—Existing Conditions and Preliminary Impact Assessment* (Stantec 2021a), the MCM and Ontario Heritage Trust (OHT) were contacted to identify previous heritage recognitions within the project area. Neither the MCM nor OHT identified 394 Simcoe Street South as a cultural heritage resource. The property is not a provincial heritage property, is not subject to any OHT easements and is not a Trust owned property (Stantec 2021).

3.3 Federal

To determine if 394 Simcoe Street South was subject to existing federal heritage recognition the Directory of Federal Heritage Designations database available at Parks Canada and the Canadian Register of Historic Places at Canada’s Historic Places was digitally reviewed. Following a review of both databases, 394 Simcoe Street South was not found to have previous federal heritage recognition (Parks Canada 2023; Canada’s Historic Places 2023).

3.4 Adjacent Lands

The property at 394 Simcoe Street South is adjacent to 25 Avenue Street, located just west of the Study Area. While 25 Avenue Street is not listed or designated by the City of Oshawa, it is identified as containing a structure greater than 70 years old.



3.5 Archaeology

A Stage 1 Archaeological Assessment was prepared under a separate cover by Stantec in 2021 as part of the *Bowmanville to Oshawa Rail Service Extension* (Stantec 2023). The Stage 1 archaeological assessment was completed under Project Information Form number P1148-0004-2021 issued to Heather Kerr, MA, Project Archaeologist, by the MCM. The Stage 1 archaeological assessment of the study area was conducted between May 14, 2021, and May 17, 2021. A total of 42.76% of the Study Area assessed under P1148-0004-2021 retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists*, Stage 2 archaeological assessment is recommended for any portion of the Project's anticipated construction which impacts an area of archaeological potential (Government of Ontario 2011).



4.0 Community Input

To collect information pertaining to the history of 394 Simcoe Street South the City of Oshawa and Oshawa Museum were contacted. Results of the community input to date are contained in Table 1.

Table 1: Community Input Results

Organization	Contact	Results
City of Oshawa	Connor Leherbauer, Planner B, City of Oshawa	The City of Oshawa confirmed they have no heritage reporting specific to 394 Simcoe Street South.
Oshawa Museum	Jennifer Weymark, Archivist	No response received from the Oshawa Museum



5.0 Discussion of Historical or Associative Value

5.1 Settlement of Whitby Township and Oshawa

5.1.1 Survey and 19th Century Development

The City of Oshawa is situated on the traditional territories of the Mississaugas of Scugog Island First Nation and is covered under the Williams Treaty (City of Oshawa 2022a). This treaty was signed in 1923 between the Crown and seven Anishinaabe First Nations (Ministry of Indigenous Affairs 2022). In 2018, a settlement was reached between the seven Williams Treaty First Nations (comprising the Mississaugas of Alderville First Nation, Curve Lake First Nation, Hiawatha First Nation, Scugog Island First Nation, the Chippewas of Beausoleil First Nation, Georgina Island First Nation, and the Rama First Nation) and the provincial and federal governments that provided financial compensation to the nations and formally recognized pre-existing harvesting rights to areas covered by Treaties 5, 16, 18, 20 and 27-27^{1/4}, the Crawford Purchases (including the “Gunshot Treaty”), and around Lake Simcoe.

In 1791, the surveyor Augustus Jones was tasked with surveying a baseline from the Trent River to Humber River. This baseline would become the first concession of Whitby Township (Karcich 2013). In 1792, Simcoe issued a proclamation stating that townships located along navigable waters, which included the future Whitby Township, would have a frontage of nine miles and a depth of 12 miles. The proclamation also implemented plans to begin largescale settlement of Upper Canada (Canadiana 1792). Whitby Township was originally known as Township no. 8. The remainder of Whitby Township was surveyed by Augustus Jones between 1795 and 1796 (Karcich 2013).

The earliest settlers of Whitby Township were composed mostly of United Empire Loyalists, Loyalist-heirs entitled to their own land grants, military officers, and American settlers. There were also a significant number of absentee landowners, which hindered the early settlement of the townships (Humber 1997: 13; Johnson 1973: 44-45). To assist with the settlement of the lands along Lake Ontario and facilitate the movement of goods and people, Asa Danforth was contracted to build a roadway between Burlington and Kingston. This roadway followed a path similar to present-day Highway 2. The roadway was improved after the War of 1812 and became known as Kingston Road (Humber 1997: 15-16).

Whitby Township remained sparsely settled in the years following the War of 1812 (Beers 1877: 10). Beginning in the 1830s, the development of the township benefited from the two natural harbours located at present-day Whitby and present-day Oshawa (Johnson 1973: 86). The township entered a period of rapid growth in the 1830s and 1840s, evidenced in the account of the township provided by William Smith in 1846. He



described the township as “well settled...containing a large portion of excellent land, which is mostly rolling. The farms are generally well cleared and cultivated, and in good order” (Smith 1846: 218). In 1849 Oshawa was incorporated as a village and had grown as a result of its proximity to the harbour (Hood 1968: 50).

In 1857 Whitby Township was divided and East Whitby Township was formed (Beers 1877: 11). The division took place between Lots 17 and 18. Lots 1 to 17 became part of East Whitby Township, including the Study Area. In 1879, Oshawa was reincorporated as a town (Hood 1968: 145).

Between 1881 and 1891 the population of East Whitby Township began to decline while the population of the Town of Oshawa remained relatively stable. The population of East Whitby Township decreased from 3,417 in 1881 to 3,080 in 1891 while the population of Oshawa increased from 3,992 to 4,066 during the same period (Dominion Bureau of Statistics 1953). The contraction of population in the Township and stability of Oshawa was part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Sampson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario, such as Hamilton and Toronto (Drummond 1987: 30).

5.1.2 20th Century Development

The population of East Whitby Township would begin to increase in the early 20th century and the Town of Oshawa would continue to grow. Between 1901 and 1921 the population of East Whitby Township increased from 2,631 to 3,886 and the population of Oshawa grew from 4,394 to 11,940 (Dominion Bureau of Statistics 1953). During this period, development of lands around the Study Area intensified. In 1924, Oshawa was reincorporated as a City (Hood 1968: 294). The growth of Oshawa was fueled by industrial development, particularly automobile manufacturing (City of Oshawa 2023).

East Whitby Township and the City of Oshawa continued to grow into the mid-20th century. The automobile industry remained a key component of the city’s economy and the population of Oshawa grew to 41,545 by 1951. The expansion of Oshawa soon surpassed its borders and new neighbourhoods were constructed within East Whitby Township. In 1951, over 10,000 acres of land in East Whitby Township was annexed by Oshawa. This reduced the population of the township from 6,392 in 1941 to 1,564 in 1951 (Dominion Bureau of Statistics 1953; Hood 1968: 408).

The postwar building boom continued into the 1970s and large swaths of land in the counties surrounding Toronto were facing increasing development pressure. In 1974, Regional Municipality of Durham was established as a tool to coordinate planning amongst the municipalities of the former counties of Ontario and Durham (Globe and



Mail 1973). The remainder of East Whitby Township was annexed by the City of Oshawa when the regional government was created. The population of the newly enlarged City of Oshawa was recorded as 102,876 in 1975 (Hood 1968: 406).

5.2 Property History

The Study Area is historically located in part of Lot 11, Concession 1, East Whitby Township. Historical mapping from 1860 shows the Study Area was part of a large holding of land along Oshawa Creek owned by Mrs. [Eunice] McGrigor (also spelled McGregor) (Figure 3). Eunice McGrigor was the wife of John McGrigor. John was born in Scotland and was a veteran of the War of 1812. During his war service he traveled through Whitby Township and decided to settle in the area after the war. He settled around 1817 and owned over 100 acres of Lot 11, Concession 1. John and his wife Eunice believed that the Oshawa Creek area contained development potential and began to subdivide their part of Lot 11, Concession 1 into smaller park lots. (Terech 2020).

By 1877, much of the present-day street grid on the west side of Simcoe Street South between Gibb Street and Hall Street had been laid out and contained park lots. The mapping does not indicate which park lots contained structures but notes the property was owned by Peter Higley (Figure 4). Based on census records Peter Higley resided in Oshawa as early as 1861 and lived in a one and one half storey frame house (Library and Archives Canada 1861). It is unclear if Higley resided in the Study Area as historical mapping shows that Higley owned numerous building lots in Oshawa. It is possible he held the lot in the Study Area as a speculative interest. The Census of 1871 listed Peter as a 56-year-old “gentleman” who lived with his wife Amanda, age 51; son Charles, age 25; daughter Mary, age 20; daughter Georgina, age 18; son Frederick, age 16; and son John, age 14 (Library and Archives Canada 1871). While listed as a gentleman, Higley was likely involved in manufacturing and obtained a patent for a type of bottle stopper in 1864 (Scientific American 1864). Higley is not enumerated in the Census of 1881.

It is likely that the original sections of the present-day structure at 394 Simcoe Street South were built between 1882 and 1891 based on land registry records, census records, and architectural style. Land registry records from 1891 indicate the Study Area was owned by Andrew Winterborn (OnLand 2023). According to the Census of 1891, he was a 67-year-old manufacturer born in England. He lived with his daughter Emma, age 22 (Library and Archives Canada 1891). Andrew Winterborn is not listed residing in Oshawa in the Census of 1871 and 1881. Therefore, it is likely Winterborn moved to Oshawa between 1882 and 1891 and established a manufacturing business and had the residence at 394 Simcoe Street South built.



In December of 1891, Winterborn sold the property to Maggie C. Dingle (OnLand 2023). She was married to Frank Dingle. He was the son of the Thomas Dingle, the owner of a factory and contracting business in Oshawa (Hood 1968: 73). While Frank Dingle is not enumerated in the Census of 1891, the Census of 1881 indicated he was a 22-year-old manufacturer living in his father's house (Library and Archives Canada 1881). In 1898, Frank and Maggie Dingle sold the property to James D. Storie and moved to Toronto (OnLand 2023; Library and Archives Canada 1901).

James D. Storie was born in 1854 in Newcastle, Ontario (Plate 1). At age 15, he moved to Oshawa and in 1874 began working at the Ontario Malleable Iron Company. Storie rose steadily through the ranks of the company and eventually became the General Superintendent. While employed at the Ontario Malleable Iron Company, he was credited with numerous innovations in the field of chain link machinery. In 1902, Storie purchased his own factory at the corner of Bruce Street and Charles Street. Together with his sons, he founded the Oshawa Steam and Gas Fitting Company, later renamed Fittings Limited (Hood 1968: 395). The company was very successful and by the end of the First World War employed 650 people. In 1927, the company expanded their property holdings to 22 acres in Oshawa (Oshawa Museum n.d.). Fittings Limited continued to operate until 1987 and Storie's sons played an active role in the company through the mid-20th century (Hood 1968: 395; Oshawa Museum n.d.).

J.D. Storie and his family are remembered as one of Oshawa's "most important families" according to M. McIntyre Hood (Hood 1968: 394). In addition to Storie's role as a prominent businessman, he served the community in several other capacities. He was a church elder of St. Andrew's United Church (Hood 1968: 198), a trustee for the Oshawa General Hospital and Oshawa Hospital Board (Hood 1968: 276; 280) and was the first honorary member of the Oshawa Rotary Club. He also donated money for the Rotary Club of Oshawa to purchase parkland for public use (Hood 1968: 399). Storie resided at 394 Simcoe Street South until his death in 1936 (Vernon Directories 1935: 382; Vernon Directories 1936: 399; Hood 1968: 198). Fire insurance mapping from 1911 shows that the residence was a two- and one-half storey brick structure with an irregular plan (Figure 5).





Plate 1: James D. Storie (Hood 1974)

Following the death of Storie, the property was divided into two units. Between 1937 and 1944, the residence was primarily occupied by a salesman named William Patterson (Vernon Directories 1937: 404; Vernon Directories 1944: 323). The second unit was occupied by at least three people between 1937 and 1944, all middle-class workers at local companies such as General Motors, Alger Press, and Anglo-Canadian Drug (Vernon Directories 1937: 157; Vernon Directories 1940: 166; Vernon Directories 1944: 178).

The use of the property as a residence ended when it was converted into the Cadillac Hotel in 1946 (Vernon Directories 1946: 377). The residence was likely selected to be a hotel due to its adjacency to the CPR station. This train station was located at the south end of Centre Street South, approximately 115 metres west of the Study Area.

Passenger service was ended in the early 1960s and the station was demolished in 1989 (Toronto Railway Historical Association 2022).

The Cadillac Hotel was operated by S.S. Vassar between 1946 and 1960 (Vernon Directories 1946: 377; Vernon Directories 1960: 547). In the 1946 city directory, the hotel was advertised as a place to “enjoy a meal in quiet and peace” and advertised that it contained a “no ladies beverage room²” (Vernon Directories 1946: 87). The Cadillac Hotel was one of four hotels that operated in Oshawa in 1950. During this time, the term hotel was also synonymous with taverns and public houses (Vernon Directories 1950: 41). In general, the serving of alcoholic drinks in public was strictly regulated in Ontario and the Cadillac Hotel was likely one of the few operating bars within Oshawa. The advertisement of a “no ladies beverage room” (a bar for men only) signified that alcohol was served on premises to unaccompanied men. Strict regulations in Ontario “beverage rooms” included prohibitions against standing with a drink, listening to music, drinking out of a bottle, and the segregation of women and escorts and men without escorts

² Under liquor licensing laws of the mid-20th century, bars were categorized into “ladies beverage rooms”, “men’s beverage rooms” and “with escort beverage rooms”



(Macleans 2017). Since the Cadillac Hotel contained a “no ladies beverage room”, unaccompanied men would be able to drink at the bar.

Fire insurance mapping from 1948 indicates that the structure was heavily modified when it was converted into a hotel. The present-day three storey addition on the north façade and a frame south addition was added (Figure 6). A postcard from 1950 shows the Cadillac Hotel and the additions completed in the 1940s (Plate 2).

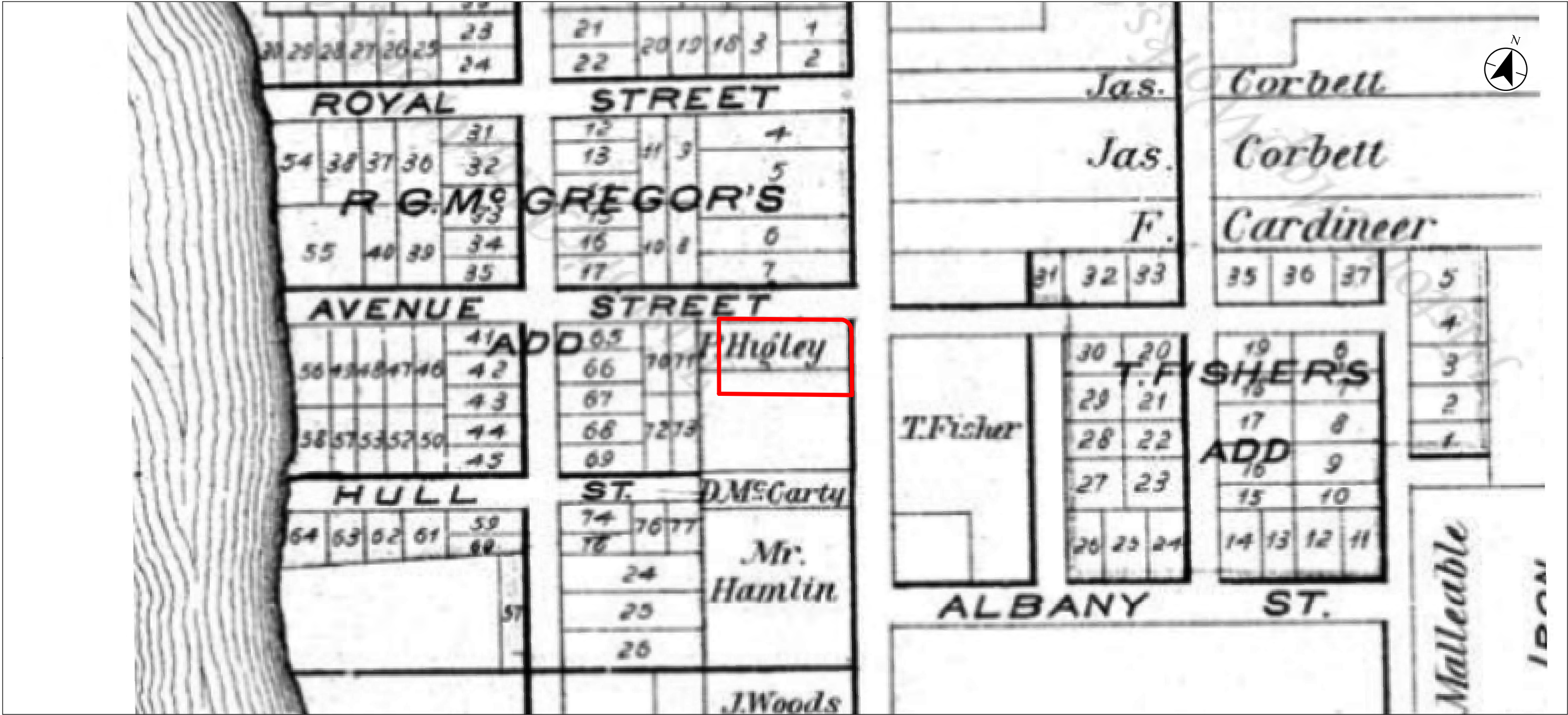


Plate 2: Cadillac Hotel, 1950 (WorthPoint 2023)

In 1961, the Cadillac Hotel was sold to Albert Boulter and Harry Arbus (Vernon Directories 1961: 109). By 1964, Boulter was the sole operator of the hotel (Vernon Directories 1964: 99). Fire insurance mapping from 1966 shows that the structure was once again modified as compared to the photographs from 1950 and 1966. The structure was modified to its approximate present-day configuration and included concrete block additions to the front and south facades of the structure (Figure 7).

During the 1970s and 1980s, the hotel underwent several ownership and name changes. During part of the 1970s, it was known as the Karlin Hotel and in 1982 was renamed the Simcoe Tavern. The Simcoe Tavern developed a reputation on the local rock music scene and frequently booked local musical talent (Oshawa Museum 2020). The association with the property and the local music scene continued into the 1990s (Oshawa Museum 2020; Oshawa Museum Awards 2022).

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Notes

1. Source: Beers, J.H. 1877. Illustrated Historical Atlas of the County of Ontario, Ont. Toronto: J.H. Beers & Co.
2. Map is not to scale.

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.

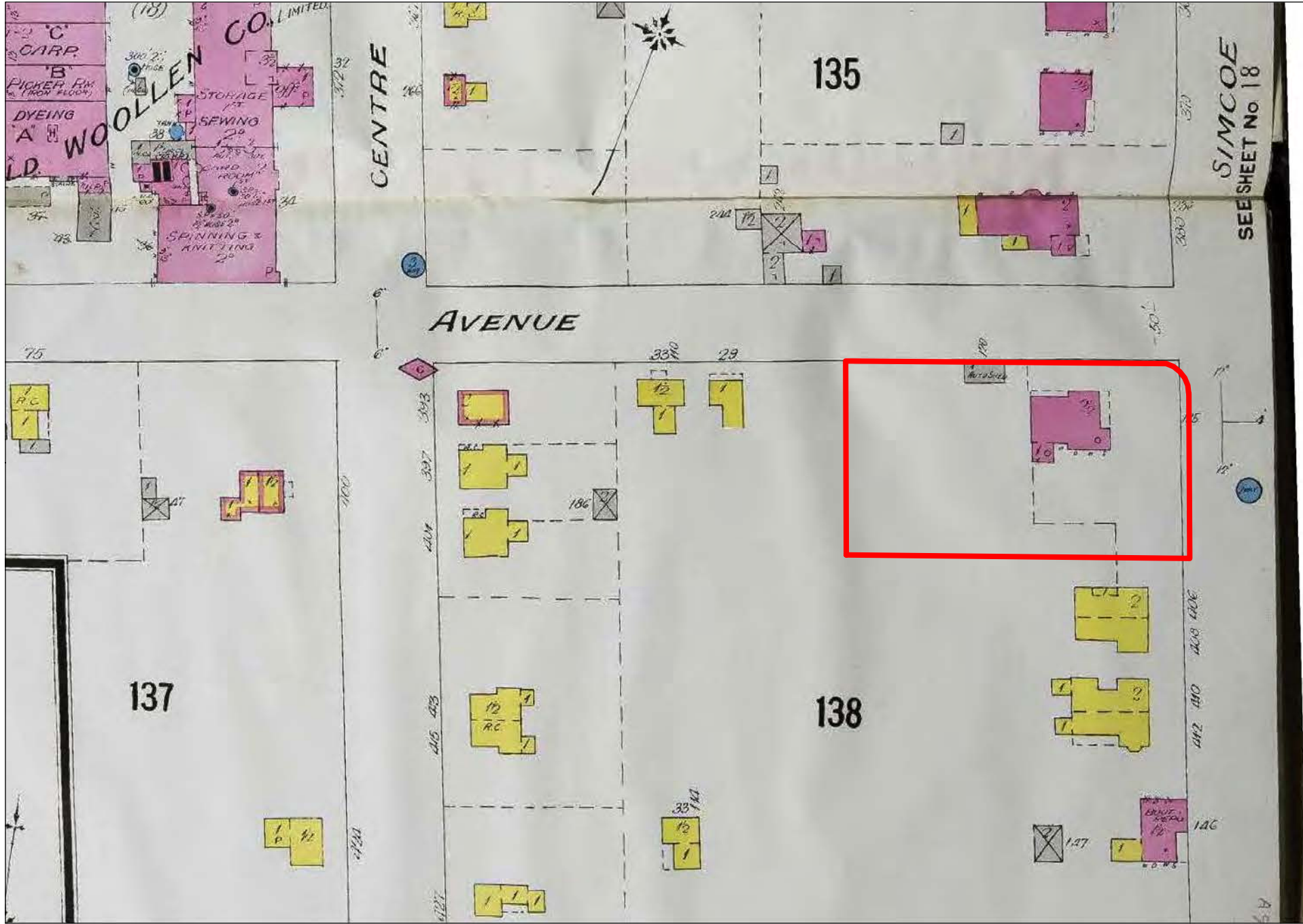



Project Location 165011019 REVA
Region of Municipality Prepared by BF on 2023-02-23
of Durham Technical Review by BCC on 2023-01-23

Client/Project
METROLINX, OSHAWA TO BOWMANVILLE RAIL
SERVICE EXTENSION PROJECT
CULTURAL HERITAGE EVALUATION REPORT—394
SIMCOE STREET SOUTH, OSHAWA

Figure No.
4
Title
Historical Mapping, 1877

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Legend
 Study Area

Notes
1. Source: Goad, Charles E. 1911. Oshawa, Ontario County, Sheet 11, Toronto: Charles E. Goad.
2. Map is not to scale.

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.



Project Location
Region of Durham
165011019 REVA
Prepared by BF on 2023-02-23
Technical Review by BCC on 2023-01-23

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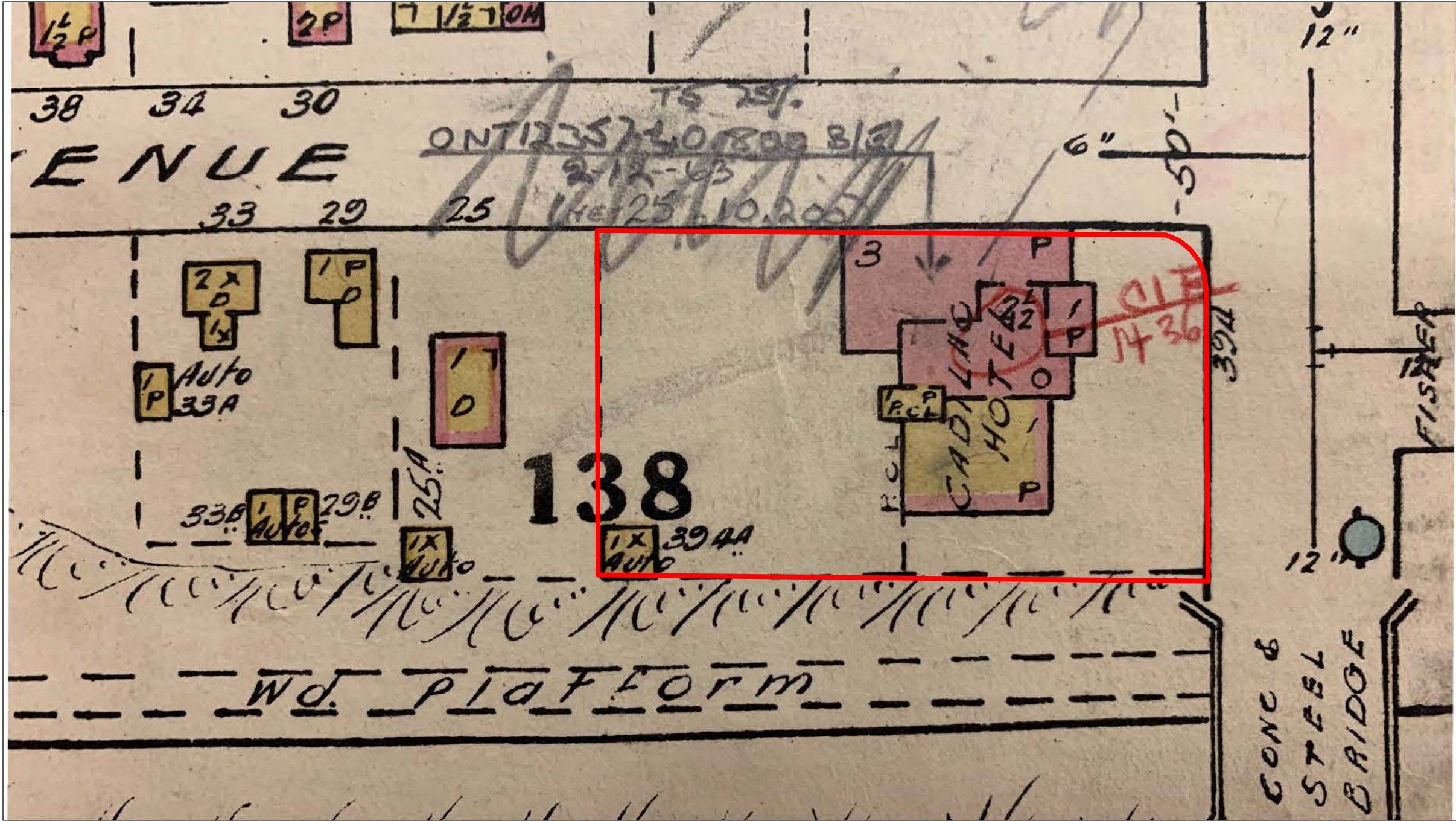
Figure No.


5

Title

Fire Insurance Plan, 1911

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Revised: 2023-02-23 By: bowper



Legend
 Study Area

Notes
1. Source: Underwriters Survey Bureau. 1948. Oshawa, Sheet 10. Toronto: Underwriters Survey Bureau.
2. Map is not to scale.

Disclaimer: This figure has been prepared based on information provided by others as cited under the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result.



Project Location
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Figure No.

6

Title
Fire Insurance Plan, 1948

6.0 Discussion of Design or Physical Value

6.1 Description of Property

The front (east) façade consists of the principal massing and a one storey addition (Photo 5). The principal massing is three storeys in height and contains two projecting gable bays (Photo 6). The exterior is clad in External Insulation Finishing System (EIFS) or stucco. Each projecting gable bay contains a pair of decorative wood brackets at the eaves and a window opening with three 1/1 wood sash windows, a centre palladian window, and modern window surrounds (Photo 7 and Photo 8). Located between the projecting gable bays are two modern metal sash windows with a fixed upper pane and horizontal sliding lower panes. The second storey contains modern metal sash windows with a fixed upper pane and horizontal sliding lower panes in the projecting gable bays and between the gable bays two modern metal sash windows with a fixed upper pane and horizontal sliding lower panes. The window surrounds are modern (Photo 9). The first storey of the front façade contains the flat roof addition. This addition is visually divided into two distinct sections by the use of different coloured stucco or EIFS (Photo 10). The south section is clad in gray and black EIFS or stucco and contains a main entrance with a pair of metal doors. Above the door is a sign for “The Whiskey Well.” This south section also contains a secondary entrance to the south which has a composite or metal door (Photo 11). The north section is clad in beige stucco or EIFS and faux stone. The principal entrance to the structure contains a modern classically inspired frontispiece with two glass and metal doors and a transom. The entrance is accessed by a concrete staircase. The entrance is flanked by two sets of modern windows. Each window set contains five fixed panes and one horizontal sliding pane. The window surrounds are modern (Photo 12).

The north façade of the structure is clad in stucco or EIFS and faux stone along the first storey below the window line (Photo 13). The fenestration of the third storey consists of five metal sash windows with an upper fixed pane and horizontal sliding lower pane. The second storey fenestration consists of four metal sash windows with an upper fixed pane and horizontal sliding lower pane and one fixed window at the east end of the façade. All windowsills and trim are modern (Photo 14). The first storey consists of four opaque glass block windows and a secondary entrance accessed via a concrete ramp (Photo 15). The secondary entrance contains a small gable overhang and a metal door (Photo 16). All windowsills and trim are modern.

The rear (east) façade of the structure is clad in red brick, painted brick, painted concrete, and vinyl siding. The brick sections contain a common bond. This façade contains a metal fire escape with emergency exits from the third and second storeys. The second and third storey each contain a modern metal sash window with a fixed upper pane and horizontal sliding lower panes (Photo 17). An exit only door is located on south end of the east façade, which is part of the one storey flat roof addition.



The south façade consists of the principal massing and part of the one storey flat roof addition. The principal massing is clad in painted brick and contains a projecting gable bay with a pair of decorative wood brackets at the eaves. The third storey of the gable bay is clad in painted brick with a pattern of flower medallions. The third storey contains three wood sash 1/1 windows. The centre window is a palladian window. Below the third storey window is a decorative wood band (Photo 18 and Photo 19). The second storey contains modern windows with painted brick voussoirs (Photo 20). The first storey of the south façade consists of the flat roof addition. This part of the façade contains a stucco or painted concrete exterior and a metal exit only door (Photo 21). The property contains minimal landscaping, which includes a front and rear parking area (Photo 22).



Photo 5: Front façade, looking west



Photo 6: Principal massing of front façade, looking west



Photo 7: South projecting bay, looking west



Photo 8: North projecting bay, looking west



Photo 9: Second and third storey of centre section, looking west



Photo 10: Flat roof addition, looking north



Photo 11: South section of first storey of front façade, looking west



Photo 12: North section of first storey of front façade, looking west



Photo 13: North façade, looking south



Photo 14: Representative windows, looking south

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Photo 15: Representative view of opaque glass block, looking south



Photo 16: Secondary entrance, looking south



Photo 17: Rear façade, looking east



Photo 18: Third storey of projecting bay, looking north

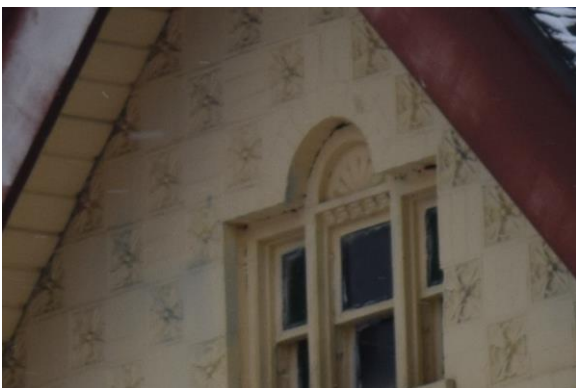


Photo 19: Flower pattern, looking north



Photo 20: Second storey of south façade, looking north





Photo 21: South façade of addition, looking west



Photo 22: Rear parking lot, looking south

6.2 Architectural Discussion

The structure at 394 Simcoe Street South was heavily modified to its current appearance during the 1940s to 1960s. The remaining original architectural details of the residence indicate the structure was an example of the Queen Anne style of architecture. The Queen Anne style was popular in Ontario between approximately 1880 and 1910 (Blumenson 1990: 102). This date range is consistent with the approximate construction date of 1882 to 1891 for the original sections of the former residence. While it has been heavily modified, some Queen Anne elements remain visible on the original sections of the structure. This includes the use of projecting gable bays on the front and south facades, the use of palladian windows on the front and south facades, the use of wood brackets, and the ornamentation still present in the gable of the south façade (McAlester 2013: 347).

6.3 Integrity Discussion

The remaining Queen Anne elements of the structure identified in Section 6.2 are overwhelmed by the mid-20th century alterations and additions to the structure dating to its use as the Cadillac Hotel. The massing, cladding, and position of these additions has significantly reduced the heritage integrity of the structure to the extent that it is not readily recognizable as a residence. Within Oshawa, there are examples of Queen Anne style architecture that retain a higher degree of heritage integrity, including 370 Simcoe Street South, 36 McGrigor Street, 224 Mary Street North, 39 Lloyd Street, and 731 King Street West. Within Ontario, examples of the Queen Anne remain prevalent in urban and rural contexts.



7.0 Discussion of Contextual Value

The general character of this part of Simcoe Street South consists of a mix of late 19th to mid-20th century commercial, residential, and civic properties. Many former residences have been converted to mixed or commercial use. The general character of Avenue Street is residential and contains a mix of late 19th to early 21st century detached residences, attached residences, and low-rise apartments. The varied streetscapes of Simcoe Street South and Avenue Street do not have a unique or definable character within the wider context of Central Oshawa and does not contain a relationship with these roads or the CPR that is important to understanding the property. As one of many mixed-use and altered late 19th to early 20th century structures along Simcoe Street South, the structure is not particularly memorable or notable.



8.0 Data Sheet

Property Data Sheet

Field	Property Data
Property Name	J.D. Storie Residence Cadillac Hotel Karlin Hotel Simcoe Tavern
Municipal Address	394 Simcoe Street South
Municipality:	City of Oshawa
Lat/Long:	43°53'13.67 North; 78°51'33.30 West
PIN	16366-0606
Ownership:	Private
Aerial Photograph:	
Current Photograph:	
Date of Construction:	<i>Circa 1882-1891</i>



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Field	Property Data
Date of Significant Alterations:	1945-1946 (modified into a hotel)
Architect/Designer/Builder:	Unknown
Previous Owners(s) or Occupants:	Andrew Winterborn (<i>circa</i> 1882-1891) Frank and Maggie Dingle (1891-1898) J.D. Storie (1898-1936) (confirmed property owner during this period) William Patterson (1937-1944) S.S. Vassar (1946-1960) Albert Boulter (1961- <i>circa</i> 1970s)
Current Function:	Mixed Use
Previous Function:	Private Residence Hotel and Bar
Heritage Recognition/Protection:	Class B Listed Property on <i>Heritage Oshawa Inventory</i>
Local Heritage Interest:	Association with J.D. Storie and local rock music scene
Adjacent Lands:	None Identified



9.0 Chronology

The following chronology indicates important dates, periods, and events in the evolution of 394 Simcoe Street South and the surrounding area:

- **1791-1795:** The Township of Whitby is surveyed and opened for settlement
- **1849:** Following a period of steady growth, Oshawa is incorporated as a Village
- **1854:** The Grand Trunk Railway constructs a line just south of Oshawa
- **1857:** The Township of Whitby is divided into Whitby Township and East Whitby Township, Oshawa and the Study Area become part of East Whitby Township
- **1861-1870s:** McGrigor family subdivides their lot within the Study Area into park lots for development
- **1860s-1870s:** The Study Area is owned by Peter Higley. Higley lived in a one and one half storey frame house.
- **1879:** Oshawa is incorporated as a Town
- ***Circa* 1882-1891:** The Study Area is owned by the manufacturer Andrew Winterborn and the original sections of the residence are built.
- **1891-1898:** The property is owned by Frank and Maggie Dingle
- **1898:** The Dingle family sells the property to J.D. Storie
- **1912:** The Canadian Pacific Railway line is built through Oshawa
- **1924:** Oshawa is incorporated as a City
- **1936:** J.D. Storie dies
- **1945-1946:** The residence is converted to the Cadillac Hotel



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Appendices



Appendix A Heritage Personnel Qualifications



Lashia Jones, MA, CAHP: Lashia Jones is a Senior Cultural Heritage Specialist and member of Stantec's Environmental Services Team, with experience in identifying, evaluating and planning for cultural heritage resources. Ms. Jones is a member of the Canadian Association of Heritage Professionals, and has a Master's Degree in Canadian Studies from Carleton University, specializing in Heritage Conservation. Ms. Jones has worked for both public and private sector clients, providing a variety of cultural heritage services including heritage impact assessments, cultural heritage evaluations, inventories of cultural heritage resources, heritage conservation districts, heritage master plans, conservation plans and cultural heritage bridge evaluations. Ms. Jones is well versed with local, provincial and national tools for the identification, evaluation and planning best practices for cultural heritage resources, including the Ontario Heritage Act, Provincial Policy Statement, Planning Act, Environmental Assessment Act, Ontario Heritage Tool Kit, Standards and Guidelines for the Conservation of Provincial Heritage Properties and the Standards and Guidelines for the Conservation of Historic Places in Canada. Lashia's role on various project types has given her experience in public engagement and consultation, constructive dialogue with clients, heritage committees, local councils and multi-disciplinary project teams

Frank Smith, MA, CAHP: Frank Smith is a Cultural Heritage Specialist with over seven years of experience in detailed historical research, interpretation, and conservation of cultural heritage resources. Frank attained his Bachelor of Arts degree *magna cum laude* in history from Adelphi University in Garden City, New York and his Master of Arts degree in history (public history stream) from Western University in London, Ontario. Before joining Stantec, he was the Curator of the John P. Metras Sports Museum and Research Assistant for the Census of Canada 1891 project. Since joining Stantec, Frank has assisted in the completion of dozens of environmental assessment reports, including reports for Metrolinx, Canadian National Railways, and Canadian Pacific Railways. Frank has evaluated dozens of railway corridors and evaluated thousands of properties adjacent to railway corridors. Frank is a member of the Canadian Association of Heritage Professionals.

Jenn Como, BA: Jenn Como is a material culture analyst with Stantec specializing in the archaeology of Euro-Canadian and Indigenous sites in Ontario. She has five years of experience with Stantec including four years performing both lab and fieldwork for archaeological investigations in Ontario and one year focusing on historical research, evaluation of cultural heritage resources, and impact assessments for built heritage projects. She received a Bachelor's degree with an Honors Specialization in Anthropology from Western University in London, Ontario. Jenn's work experience has included municipal, provincial, and federal projects as well as private enterprise projects in such sectors as renewable energy, power transmission, nuclear energy, transportation (including rail, highway, and waterways), housing development, and aggregate projects. Throughout these projects she has positively engaged and liaised with Indigenous groups and community members, co-authored archaeological and cultural heritage assessment reports, completed background research, inventoried and



evaluated impacts to cultural heritage resources, processed and analyzed material culture resources from both Euro-Canadian and Indigenous sites, and provided project support.

Colin Varley, MA, RPA: Colin Varley is a Senior Archaeologist and Heritage Planning Consultant listed with the Register of Professional Archaeologists, and has been a practicing archaeologist for over twenty five years. Colin has managed hundreds of archaeological and heritage assessment projects in Ontario, Nova Scotia, New Brunswick, Prince Edward Island, Labrador and Saskatchewan, including such major projects as: the Samsung Grand Renewable Energy Project in Haldimand County, Ontario; all phases of archaeological assessment at the Canadian War Museum site at LeBreton Flats, Ottawa; six highway projects; over 500 km of natural gas pipeline routes; the proposed Halifax Superport terminal; the Halifax Harbour Solutions sewage treatment project; numerous road and bridge twinning projects; several hydro powerline corridors; the Lower Churchill River hydro project, and a gold mining operation in Niger, West Africa. Colin has completed projects for all levels of government and has been the Project Manager and Key Client Contact for standing services contracts with the National Capital Commission, the City of Hamilton, Infrastructure Ontario and the City of Ottawa. Outside of his professional consulting work, Colin has also been a member of the Township of Tiny Heritage and Historical Committee and the City of Ottawa's Heritage Advisory Committee, acting as Vice-Chair in 2003-2004. He was also a member of the City of Ottawa Heritage Master Plan Workgroup.

